

Newsrail

\$3.20

DECEMBER 1989

Victoria's Modern Railway Magazine

Registered by Australia Post — Publication No. VBQ 1289







Newsrail

Vol. 17 No. 12 December 1989

Feature Articles	The Ararat to Portland Line	356
	Looping the Loop	362
	Swing Door Motors	364
Photo Features	East and West	378
	Harris Car Modifications	381
Regular Features	General News	371
	Operations	372
	Rollingstock	379
	Preservation	379
	Works	380
	Taildisc	382

EDITORS

News Editor: Peter Clymo, 26 Barrell Street, Eaglehawk, 3556.

Articles Editor: Hugo van den Berghe, 7/136 Yarra Street, Abbotsford, 3067. *417 3442*

Layout/Production: Frank Cross, 25 Harwell Road, Ferntree Gully, 3156.

Pictorial Editor: Bryce Leydon, C/- PO Box 521, Belgrave, 3160.

Advertising: Box 5177AA, GPO Melbourne, 3001.

Assistants: John Dare, Sid Brown and Denys Potts.

Newsrail thanks sincerely the following people and organisations who contributed to this month's magazine:

W Andrews, R Dewsbury, A Foote, P Foote, D Grant, I Green, J Green, JRS, D Knowles, G Payne, POT, R Smith, I Stanley, F Sutton, W Tower, K Vanstan, G White.

SUBSCRIPTIONS FOR NON-MEMBERS

Mailed flat, with supplements not provided with across-the-counter copies.

May - April - \$32.50

November - April - \$17.00

All subscriptions expire with the April issue. Write to ARHS Membership Officer, Box 5177AA, GPO Melbourne 3001, for subscriptions and details of membership, monthly meetings and activities.

Newsrail is published by the Australian Railway Historical Society Victorian Division and details Victorian railway happenings and related items. Opinions expressed in *Newsrail* are not necessarily those of the ARHS or of its members.

ISSN 0 310-7477.

Closing date for News, Articles and Photographs: 1st of each month.

COPYRIGHT: All material and illustrations in this magazine remain the copyright of the author and publisher.

They may not be reproduced wholly or in part without the written permission of the author and the publisher.

Front cover: Fresh out of the shops, X42 powers the 18 50 up Ballarat on Warrenheip Bank. Fri.3.11.89. (Bryce Leydon)
Opposite: K153 crosses the Yarra River at Hawthorn with the *Vintage Train* excursion to Bacchus Marsh on Sat.4.11.89. (John Dare)

The Ararat to Portland Line

PETER FOOTE

The line from Ararat to Portland is a dedicated grain line. On this line photographic opportunities are limited because the timetabled grain trains normally run at night. The scheduled trains consist of a 17 00 Portland to Dimboola (Train No.1333) and a 19 45 Portland to Murtoa (1349). Their up counterparts depart Dimboola at 22 50 (1336), arriving at Portland at 07 20, and Murtoa at 19 00 (1348, block train), arriving at Portland at 01 40. No.1348 is scheduled to cross 1333 at Jackson's Loop, 1349 at Dunkeld and 9190 at Glen Thompson. Two other crosses of these trains occur away from the Portland line; 1336 from Dimboola crosses 1333 at Horsham and 1349 at Deep Lead Loop. There is also a goods train travelling each way between Geelong and Mt Gambier on Monday to Friday, running via Cressy. The up goods (9190) departs Heywood at 20 40 and the down (9242) arrives at Heywood at 03 45, with the two trains timetabled to cross at Willaura Loop. One feature of the Mt Gambier goods is that the train reverses twice, once at Maroona and again at Heywood. To complete the picture, a light engine runs from Portland to Heywood in the morning and returns to Portland with Freightgate loading detached from 9190 Mt Gambier goods. In the evening a similar service is operated in the reverse direction. I shall ignore the 10 Western line goods trains that travel on the short Ararat - Maroona section en route to either Geelong or Dimboola.

As I had not been to the area for at least five years, I recently thought I should go and see what changes had taken place during that time, even though most trains run during the nocturnal hours. The first thing that I discovered was that the railway I had last seen down there had changed. Gone forever were Ararat Train Control, electric staffs, semaphore signalling and manned stations. The line is now controlled by Control in Melbourne, most stations are unmanned crossing loops, at which only signals are trailable point indicators and train orders have replaced the electric staff system. Heywood and Maroona are the only places where safeworking staff are in attendance, for 16 hours out of 24 each weekday.

The distances of the new crossing loops from Ararat are as follows: Jackson's Loop, 16 km; Maroona, 26 km; Willaura Loop, 42 km; Glen Thompson 63 km; Dunkeld, 81 km; Grampians Loop, 100 km; Miakite (now Chrome) Loop, 130 km; Myamyn Loop, 156 km; Heywood, 171 km; Gorae Loop, 183 km; Portland Junction, 190 km and Portland Depot, 192 km. The loops vary in length, but as a general rule are 900-1000 metres long, sufficient in length to allow 55 VHGY/VHHY grain hoppers and two G class locomotives to clear the section with a little room to spare.

The line is laid with 47 kg/m rail with 60 kg/m turnouts and is continuously welded. The ruling grade is still 1 in 50 with numerous short momentum grades.

S303 and S312 approach Willaura at 13 23 with No.347 wheat train to Portland on Mon.18.2.85. Graham Withers)





The fireman of X46 changes the staff at Maroona before No.9144 diverges onto the plains towards Geelong on Tues.5.3.85. (Graham Withers)

The grades that require the greatest effort to surmount for the average 4200 tonne train are Pipe Clay, between Willaura and Stavely and Cousin Jenny between Glen Thompson and Dunkeld. Other grades of note are Strathkellar (recently regraded from 1 in 50 to 1 in 80) between Grampians Loop and Hamilton, Muddy Creek between Hamilton and Chrome Loop, Milltown between Myamyn Loop and Heywood and Heathmere between Heywood and Gorae Loop.

My visit commenced on Tuesday 27 June, when I arrived at Portland Freightgate at around 08 15. The yard was dead quiet; after some effort and having made several wrong turns I found the new locomotive and operations depot. A plaque on the wall of the building indicated that it had been opened on 4 July, 1986 by Mr T Roper, the then Transport Minister. The depot is located at the old exchange sidings whilst the former Portland station is now the Freightgate. Coupled G530/4 was idling at the fuel point awaiting their next turn of duty while a silent G511 was being attended to by the diesel fitter. T368 was busy collecting VHGYs from various points in the yard and assembling them into a train. Perhaps some of the wagons had visited the wagon repair facilities.

All signalling in the area is controlled from a relay interlocking panel located in the single storey depot building. The building also houses the roster clerks, crews' locker rooms, showers and toilets. I noticed that there was no provision for female locomotive drivers.

The news that a ballast train was working on the Mt Gambier line made me depart Portland in rather a hurry and I had little time to note much detail in the area. The ballast train had departed about an hour earlier for Dartmoor, some 72 km distant. I travelled straight to Dartmoor as the work location was about 5 km from Heywood, but away from the Princes Highway. The line is mostly out of sight of the highway until Greenwald (19 km before Dartmoor) where it goes underneath National Route 1 through an Armco tunnel. It's here that the line starts the long descent to the bottom of the Glenelg River valley and in doing so negotiates some curves of rather tight radius. Whilst I waited for the ballast special at Dartmoor, heavy clouds and drizzle descended, making conditions cold, damp, uncomfortable and photographically frustrating.

At 10 32 V/Line H1 led blue and gold T377, 10 VZMFs and van into Dartmoor. The crossing loop here is just a memory, with the goods loop siding now the only facility although I can't imagine it being used for goods traffic. After running around via the goods siding and receiving a fresh train order, T377 now the leading locomotive, whistled out at 11 06. As the T and H class hauled train roared across the Glenelg River bridge and headed for the 1 in 56 grades to Greenwald it appeared obvious that the rebuilt bridge was more than capable of carrying the heaviest combination of locomotives likely to operate on the line.

Owing to a lengthy walk back to the car from my photo location (later I noticed a very convenient access



No.9191 goods from Geelong to Portland and Mt Gambier, passes through Heywood on its way to Portland, hauled by S301 and 938, on Thurs.2.11.89. (Bryce Leydon)

road) the ballast train arrived at Heywood before I did. After a 21 minute stop the train departed for Portland at 12 21. The next scheduled train in the area was the 17 00 down empty grain train from Portland. With Heywood yard empty it seemed an opportune time to explore the line to Hamilton. Heywood consists of three roads, with the crossing loop being in excess of 1100 metres and extending to a trailable point at the Portland end. There were three W class workmen's sleepers on an isolated siding in the goods yard. The junction points for the Mt Gambier line are protected by a bracket post with two semaphore home signals.

When travelling north on the Henty Highway one soon loses sight of the main line to Ararat as it disappears from view into a stand of native vegetation before climbing to the former station of Milltown on a 1 in 50 grade. (In just over 6 km the line rises 100 metres.) From Milltown the line is almost level to Branhholme and passes through the former stations of Myamyn and Condah. Once the line crosses the Henty Highway at Condah, formerly a water stop, in the steam days, open pastures predominate beside the line. Branhholme yard has been lifted and all that remain are a derelict station building, a water crane and a type A water tower. I wondered if the latter two were still in operable condition. Even though the old Casterton rails have long been lifted (the line closed in September, 1977) the formation is still quite visible. In the direction of Hamilton the iron highway once more passes from sight; 13 km from Hamilton it makes a brief reappearance where it crosses the Henty Highway.

Upon arrival at Hamilton station by road, the first impression one gets is of upgraded passenger facilities, with the waiting room and the booking area suitably

modernised, and the building being smartly painted and in good condition. However, upon walking through the waiting room to the platform the dismal platform side of the building can be seen, but as the travelling public do not regularly use the platform I guess it does not matter. The door from the waiting room to the platform is not automatic, unlike the door to the street which is.

The 13 road yard has been reduced in size to just four roads and the two docks and loco depot sidings have disappeared. Now there are just the main line, the former crossing loop (currently booked out), the goods shed siding and a siding at the rear of the shed road. The space formerly occupied by roads 3 to 9 is now a crudely graded muddy area. There was still evidence of some goods traffic as three VOCX wagons of briquettes were standing in the siding behind the goods shed. Currently, loading for Hamilton is detached from passing trains but this is about to change, in August this year. It is proposed that the Mt. Gambier goods, manned by Geelong crews, will run to Portland. Any Hamilton loading will be run by a switch trip from Portland. Portland crews will take over for the run to Mt Gambier. The Heywood switch trips will thus be eliminated. I'm not sure whether Hamilton's status as a train order station will remain. Not having to engage in any safeworking work, the station staff would mainly be handling ticket sales.

Numerous buses run from Hamilton to Melbourne, Ararat, Casterton, Mt Gambier and Warrnambool, some of which connect with trains at Ararat, Warrnambool or Terang. Surely the number of passengers travelling from Hamilton to Melbourne justifies a rail service.

The next day a thick covering of frost was testimony to the previous night's low temperatures. As I left Hamilton before 08 00 I was very glad that the car's heater was working. The line is not visible from the highway from Hamilton until 7 km short of Dunkeld, just north of Moutajup. Here the line crosses the highway and then runs parallel to it into Dunkeld. Dunkeld station shows once again the neglect which follows the withdrawal of station staff; just a derelict shell remained. A siding for superphosphate traffic leads off the crossing loop opposite the former platform.

In the shadow of the nearby southern peaks of the Grampians the line runs next to the highway for approximately 4 km before it swings away to the right and out of sight. It reappears as Glen Thompson is approached. The facilities at Glen Thompson are similar to those at Dunkeld, a deserted station building, a long crossing loop and a short loop siding for superphosphate and grain traffic. The Glenelg Highway turns east towards Ballarat whilst the line, after crossing the highway just north of the station, heads in a more northerly direction towards Ararat. The line is not visible from the road to Ararat until Willaura is reached.

Willaura is heralded by a tall concrete silo. A loop goods siding remains in the old station area, the former crossing facilities having been removed when the new crossing loop was constructed at the up end of the station. The level crossing between the station and the

loop is equipped with flashing lights, and a light signal protects the level crossing when trains are shunting the goods siding. A solitary VOCX wagon stood on the siding, having been unloaded by the local superphosphate contractor. The superphosphate is railed from Portland. Leaving Willaura, the road and the railway run side by side until the former station of Calvert is reached. Here, the line heads to the east whilst the road traverses some low hills. It is from one of these hills that the junction station of Maroona is first seen.

Like Heywood, Maroona is manned 16 hours a day, and it is provided with a combination of semaphore and light signals. Empty track formations are mute testimony to the rationalisation that has occurred here, the island platform now being but a memory. Within 15 minutes of my arrival at Maroona, at 09 58, B61 on a down light engine movement from Gheringhap to Ararat passed through with crews learning the road. The yard consists of four roads, stockyards and race and two large paddock type silo bins. Six non-interlocked quadrant type levers are situated in the open, albeit close to the station building. The only reason why Maroona appears still to be manned is that the Mt Gambier goods must reverse here.

After leaving Maroona the line continues towards Ararat, passing Jackson's Loop and Langi Logan, and is not visible from the road for the entire distance to Ararat. This section was also notable in that it had many gold mine sidings, but none remain.

X48-B65 pass through Jacksons Loop with No.1353 goods from Geelong, with Mt Langi Ghiran in the background, on Wed.1.11.89. (Bryce Leydon)





Alco 940 arriving at Maroona at 08 40 with No.9193 goods from Geelong on Fri.10.5.85.

The 17 00 (1333) down Dimboola grain was to be divided at Dimboola, with one portion going out onto the Yaapect branch (which is usual) and the other portion travelling beyond Nhill on the main Western line (which is unusual). The remainder of the day was spent seeing this particular train, which had an almost brand new G537 up front. These locos are common in this area, as they move to and fro with strings of bogie grain wagons. Back at Maroona, I had missed 9167 down Jet ex Long Island, which had passed through at 16 10, 43

minutes late. The next train was 9169, which passed through at 18 10 behind BL31 and 704 some 40 minutes late because of some trouble experienced obtaining a train order at Pura Pura Loop.

Some other news made me change my plans again. A derailment at Heywood had forced the cancellation of the 17 00 (1333) down Dimboola 'wheatie'. It was scheduled to cross the 14 45 up Dimboola block empty oil (2354) at Maroona at 20 45, but as this train had also been cancelled I travelled back to Ararat, some 20 km

X46-C502 arrive at Maroona from Ararat on No.9144 up express goods to Melbourne, on Tues.5.3.85. (Both photos Graham Withers)



distant, to observe any Western line action which might take place. At 20 15 the 19 00 block wheat from Murtoa (1348) was observed arriving behind G534, being at least 25 minutes early. No.1348 also had two container flat wagons marshalled directly behind its loco. Shortly after this, at 20 26, G511/37 arrived with the up wheat train from Dimboola (1336) at the platform. This train, according to my timetable, was running about 400 minutes early! At the same time the down Dimboola pass. arrived at the down outer home signal. No.1336 departed at 20 31, pausing for about a minute at A Box to receive its train order. The down Dimboola pass., hauled by N451, eventually arrived at 20 37, having been blocked by 1336 block grain for six minutes. The pass. departed 12 minutes late at 20 41.

The silent station yard contrasted to the office adjacent to the heated waiting room, in which an earnest discussion between Control and the Ararat roster clerk was being held. They were attempting to juggle crews and trains. The crew on the just departed 1336 up Portland grain needed to be relieved, but there was no other crew available. Control offered a compromise of giving 1336 priority, but its train order expired at Chrome Loop (possibly because another train had to be crossed). With activity about to occur at Maroona, I left the two officers to sort out their problems and headed south. After an hour's wait, G526/9 on the down empty grain train to Murtoa passed through at 23 10, 46 minutes early. Twenty four minutes later, 9190 Mt Gambier goods rolled in from Gheringhap behind Alcos 963 and 934 at 23 34, 49 minutes late and the locos proceeded to run around their train. At midnight G534 on train 1348 ex Murtoa arrived. Then, in a dramatic move, the two trains were amalgamated. The

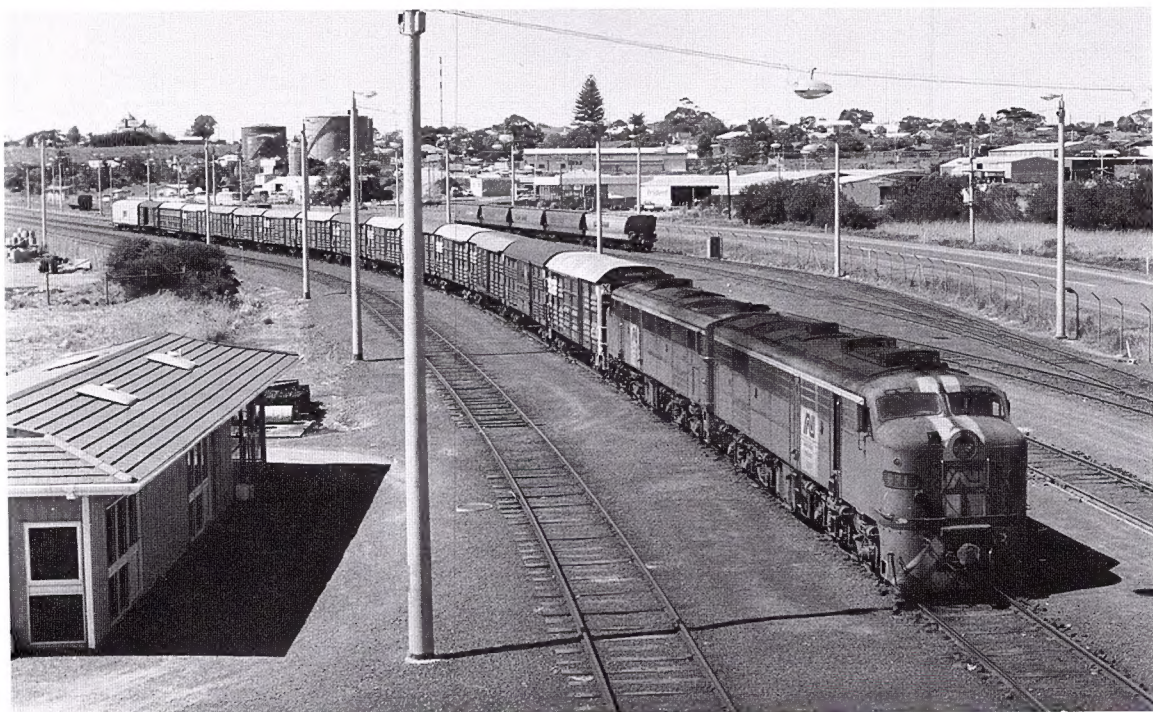
reason was twofold; as there was no relief crew available from Ararat, the combining of the two trains reduced the number of crews required by one, and secondly, 934 had failed. The crew from 9190 were taken back to Geelong by departmental car.

The combined train now waited for the up Mt Gambier goods (9242) to arrive, which it duly did at 00 51 behind G538 and G524. Twenty four minutes later, G534, 934 (dead) and 963 departed for Mt Gambier as train 9190 with just over 2200 tonnes. The up Mt Gambier now had to wait till 02 45 when a fresh Ararat crew arrived to take over the controls of the twin Gs. The use of 930s on the Mt Gambier goods is diminishing, because of their unreliability and the crews' dislike of the class. It had been a busy two hours at Maroona with two trains being combined and two trains having their locos run around.

To conclude the night's train watching activities I returned to Ararat, since all rail activity at Maroona would cease with the departure of the up Mt Gambier goods. At 01 45 9170 Jet rolled into Ararat with C506 and X48 at the head, running approximately 70 minutes late, and shortly afterwards headed for Melbourne via the 'Pleurisy Plains'. No.9146 Superfreighter from Adelaide was the next train which passed through, at 03 35 behind BL31 and X47. Any remaining trains passing through were left to their own devices as I succumbed to fatigue.

The Ararat to Portland line, although much changed since my last visit, still possesses a certain character and charm of its own. Although the line is manned by minimal staff, the V/Line employees were very helpful and contributed to the enjoyment of my time spent there.

Alcos 931-938 wait at Portland Harbour yard prior to continuing their journey to Mount Gambier with No.9191 goods from North Geelong, on Thurs.28.9.89. (John Dare)



Looping the Loop

JACK McLEAN

I remember, perhaps in 1939, hearing the expression 'Looping the Loop' in its railway context.

At that time the commuter trains on the Reservoir line consisted of swing-door compartment cars, popularly (or unpopularly) referred to as 'dog-boxes'. Between Rushall and Merri there was (and still is) a curve of six chains radius, now shown as 121 metres. This curve joined the North Fitzroy - Clifton Hill line (built in 1888) to the North Fitzroy - Merri/Northcote line (built in 1889). The loop itself, an afterthought of 1904, enabled Reservoir trains to go directly to and from Prince's Bridge instead of having to go to and from Spencer Street via Royal Park.

The running of the Reservoir trains through the sharply curved loop caused the flanges of the 1938 electric trains to wear more on the west side than on the east, and I was told there was a process called 'looping the loop' by which the four-car blocks of the Reservoir trains were reversed to help keep the flange wear even.

On the forward journey the set went from Flinders Street or Prince's Bridge through Rushall via the 'Suburban line' to North Fitzroy, from there via the 'Country line' to Merri and Northcote and home via the loop line to Prince's Bridge or Flinders Street.

Until now I have hesitated to write about this fascinating little move because I thought that I was unable to find proof of it happening. Not surprisingly, the

proof has been in one of my 114 boxes for quite a long time; it was a copy of the Electric Train Drivers' Roster Book dated 24 April 1939. The illustration shows the relevant page, with the roster for Flinders Street, No.163. The driver on this roster 'when required' had to 'prepare and dock' a train for a journey starting at Flinders Street at 12 20 pm for North Fitzroy, running 'empty' and 'express'. After three minutes at North Fitzroy to reverse the train the train left at 12 35 pm for the five minute run to Northcote. Here another three minutes were allowed to reverse and a 16 minute run followed running 'empty' and 'express' to Flinders Street where, at 12 59 pm, it had to shunt. The other shift referred to, No.159, had another motorman who drove the train from North Fitzroy to Northcote and so saved the motorman on roster No.163 from having to change ends twice. I am told that there would also have been a guard on the train.

Northcote Loop Junction signal box was in the triangle the three lines, set well back from the double line and in such a position that the signalman could deliver and receive Suburban line tablets (between 1904 and 1932) and deliver and receive Country line large electric staffs (between 1904 and 1965). The tablets on the Suburban line were replaced by Lever Locking and Track Control in 1932. Northcote Loop Junction signal box was abolished on 4th September, 1965, when both of the parallel single lines were closed. Access to North Fitzroy was then available only via Royal Park.

FROM ELECTRIC TRAIN DRIVERS' ROSTER - 1939

E.T.D.—WEEK DAYS.

159.—Flinders-street.

Remarks.	Depart	Arrive Term'l.	Terminal Station.	Depart Term'l.	Arrive	Remarks.
Prepare and attach unit to 5.47 arr. ex Reservoir (Thomastown H.B.) Prepare and dock 6.43 a.m. Dandenong. Relieved at 6.40.						
Rel. 6.47	a.m.	a.m.	Moorabbin ...	a.m.	a.m.	
	6 50	7 18				
	Redock		Moorabbin ...	7 29	7 57	Relieved
Rel. 8.1	8 4	8 31	Oakleigh ...	8 35	9 0†	Relieved
						Williamstown. Pier H.B.
Relieve and shunt 9.4 arr. ex Frankston.						
Shunt and stable unit off 9.44 arr. ex Mordialloc						
Rel. 10.36	10 45	11 12	Williamstown ...	11 18	11 45	Relieved
						Mordialloc H.B.

WHEN REQUIRED—

Run as second man on North Fitzroy and Northcote reversing train (see 163 shift).

† Unit detached.

Sign on ... 5.19 a.m.
Sign off ... 11.55 a.m. or as required.
6 hrs. 36 mins

E.T.D.—WEEK DAYS.

163.—Flinders-street.

Remarks.	Depart	Arrive Term'l.	Terminal Station.	Depart Term'l.	Arrive	Remarks.
MONDAY ONLY—Prepare and dock (2 units) MONDAY EXC.—Prepare 2 units at Platform						
DAILY—	a.m.	a.m.		a.m.	a.m.	
Run	5 50	5 59	St. Kilda ...	6 2	6 11•	
	6 31	6 40	St. Kilda ...	6 43	6 52	
	6 58	7 7	St. Kilda ...	7 12	7 21	Relieved
Relieve 7.32 a.m. arr. ex Frankston (No. 9 Platform), shunt to "A" Box, redock and run—						
	7 46	8 2	Elsternwick ...			Shunt
	Epty. Exp.					
	Redock		Elsternwick ...	8 11	8 27	Relieved
Relieve and shunt 8.36 a.m. arr. ex Brighton Beach. Shunt and stable unit off 9.12 arr. ex Port Melbourne.						
Rel. 10.2	10 5	10 35	Sandringham ...	10 40	11 10	Relieved
						Bmds. H.B.
WHEN REQUIRED—						
Prepare & Dock	p.m.	p.m.		p.m.	p.m.	
	12 20	12 32	Nth. Fitzroy ...	12 35	...	
	Empty exp.			Empty exp.		
	...	12 40	Northcote ...	12 43	12 59	Shunt
			(See 159 shift).	Empty exp.		
• Unit attached						
Sign on (Monday) 5.15 a.m. ... (Mon. excepted) 5.20 a.m. Sign off ... 11.20 a.m. or as required. (Mon.) 6 hrs. 5 mins. (Mon. excepted) 6 hrs. 0 min.						

DIAGRAM NO 2.32

WILL BE ISSUED BY THE GENERAL SUPERINTENDENT OF TRANSPORTATION

with



Swing Door Motors

J L N SOUTHERN

It was of interest to see the double ended composite swing door motors mentioned in the *Newsrail* for September, 1989, in commenting on a previous note in the *Newsrail* for March, 1987, regarding parcels vans. Some further explanation and correction is required as the history of these vehicles has never previously been described.

According to Dornan and Henderson *The Electric Railways of Victoria*, their origin came with the idea that two composite motor cars with two motorman's cabins could be used as single cars at slack times on the Port Melbourne and St Kilda lines. However from the records, it appears that during the lengthening and conversion of steam stock to cars suitable for electrification, no motors were provided with two motorman's cabins, only proposed.

A drawing was prepared and dated 14.1.1913 to show the 'Tait' motor and trailer cars and car vans which could be equipped as driving trailers, also swing door motor and trailer cars. Two swing door motor cars were drawn which became the 58 ft. 0 in. and 58 ft. 2 in. body length cars with 40 ft. bogie centre and the 59 ft. 9 in. cars with 42 ft bogie centres but nothing was drawn of cars with second motorman's cabin.

Amongst the 1914 rollingstock diagrams, lithograph L672/14 showed the double ended composite motor ABCM and as with other electric stock, without indicating how many would be built or giving road numbers as apparently they were still only proposed.

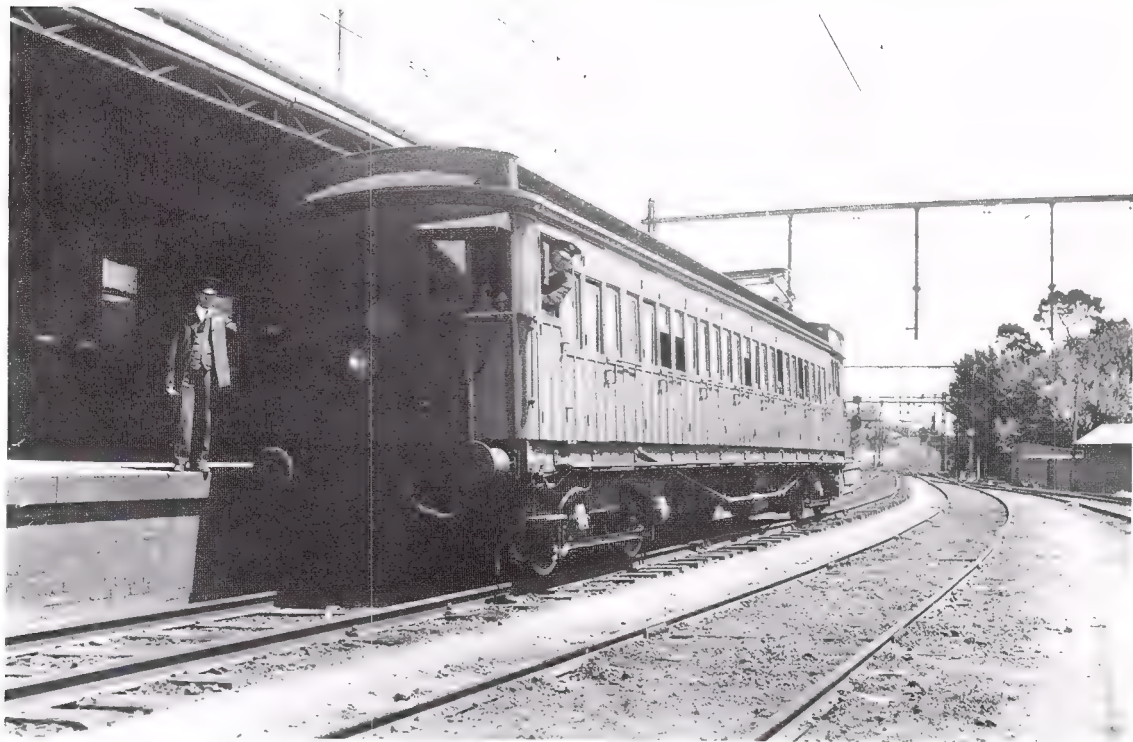
The 'pseudo canopy end' was identical in curvature to the front of the motors and driving trailers except that there was no guard's van or raised lookout, the driver's cabin being about the same width as the front driver's cabin and the access door replaced the side window of the front driver's cabin. With no guard's raised lookout, the marker lights canopy was placed on the unaltered curved end of the roof clerestory. The later ABM cars, not receiving the curved driver's cabin front, retained the square end of the vehicle and individual marker lights mounted on the roof in place of the canopy.

By 1916 two motor coaches were provided with the second motorman's cabin, presumably numbered 1 and 2 ABCM in the 1916 classification and numbering. If Dornan and Henderson were correct and ten ABCM cars were proposed, driving trailer cars as drawn on L682/14 and not included in the five ABCD cars listed by Dornan and Henderson.

In the 1921 renumbering, the cars shown on L672/14 were listed as 155-159, 162-164 ABM and those shown on L682/14 were listed as 160, 161 M. Of the eight ABM cars proposed but 157 and 162 ABM existed as such, the remainder being in service as single ended and presumably second class only 155, 156, 158, 159, 163 and 164 M.

159 M was converted to 159 ABM 13.4.1929 and the official photograph on p.13 of Dornan and Henderson was taken in 1958 with Harris cars in view and not in

162ABM at Hawthorn, 22.11.37. The centre track is the engine run-around road, the shuttle car storage road being at the far right. (J Southern)





162ABM-31T-48M at Kew. 6.1.38. (J Southern)

the 1930s as stated. It is the same photograph as that in the February, 1983 *Newsrail*. Mr Foley was somewhat astray in the above *Newsrail* in stating that the Hawthorn to Melbourne paths of the peak-hour Kew line services to Melbourne were taken by Ashburton trains in 1938 and replaced by a Hawthorn to Kew shuttle service, then off peak services replaced by buses by 1939. Nevertheless, one Saturday morning, apparently the shuttle service was replaced by a bus in 1947. The rest of the rail services were operated by a two car set stabled at Hawthorn until replaced by an ABM around 1950, the line closing in 1952.

I lived in Stevenson Street, Kew from 1916 to 1938 and travelled on the steam trains before the electric trains arrived, DDE and E class steam locos with swing door cars, then six car Tait electric trains, reducing to two car trains for off peak periods, all running through to St Albans. The Working Timetable reproduced on p.7 of the February, 1983 *Newsrail* indicates that a shuttle service had commenced on Sunday evenings in 1936 and as far as I can remember was provided by an ABM replaced occasionally by a swing door Mand D two car set, but never a Tait. I photographed 162ABM in November, 1937 singly and coupled to 31T and 48M in January, 1938 as in the accompanying photographs. I do not remember when all through services ceased as I left Victoria in January, 1938 after photographing what I remember was the last Saturday morning seven car Tait through train to Kew at 12.20 pm on 27.11.1937 with 371M, 243T, 89G, 288M, 218T, 209D and 234M, as enclosed.

The 1904-25 fascimile rollingstock diagram book contained a mixture of diagrams resulting in BC car

vans and D driving trailers with 8 ft. 6 in. motor bogies, M cars with 8 ft. 0 in. trailer bogies and some road numbers of 1916 with others of 1921. The ABCM diagram was L672/14 of the 1914 rolling stock diagrams reproduced in 1921 along with others of the electric stock, with the 1921 road numbers hand written, and in the case of the composite double ended motors, 156 and 157 shown as M and 162 as ABM.

The history of 156M is a mystery. It is not known if it was originally intended to operate as an ABM; Dornan and Henderson stated it was built (sic) as a sixth CM. The date 1932 is significant. I had a note that the full date was 30.6.1932 and thought it to be the date converted to ABM at the same time as becoming a shunter at Jolimont. Since 1932 it was never classified as ABM, nor run in passenger service nor classified CM. It appears from the 1921 diagram it may have been provided with the second driver's cabin soon after 1921 and could have operated in passenger service or as a parcel van prior to becoming a Jolimont shunter in 1932. I did not see it prior to 1932 and the only source of information as to its history between 1921 and 1932 may be from the passenger car record cards to which I have never had access.

While working at Newport workshops in 1934-35, I asked the officer in charge of the locomotive weighbridge, Mr Turton, who also recorded the renumbering of the engines as they left to enter service, to check and bring up to date my list of locomotive numbers. As the electric coaches were on the back page of my lists he checked them also and confirmed 156 as M and 155, 157, 159, 162-164 as ABM. 158, 160 and 161 were M. For 155, 158, 159, 163 and 164 to have been in service as



The last Saturday morning seven-car Tait through train to Kew, 12 20, 27.11.37. 371M-243T-89G-288M-218T-209D-234-M.

single ended M class motors, their eight compartment configuration could have been four 6 ft. 4¼ in. and four 5 ft. 10⅜ in. compartments as were some of the ABCD cars, then altered to eight 5 ft. 10⅜ in. compartments when converted to ABM.

With the reduction of patronage during the depression, the Ashburton and Altona services in addition to Kew were reduced to single car operation and 164M was converted to 164ABM in about 1930, 163M to 163ABM in 1933 and 155M to 155ABM in 1934. 155M and 158M, converted to ABM on 23.7.1937, were the last two M cars to be converted to ABM and they were the two cars in which the square end of the car was retained and not provided with the marker light canopy, later conversions of Tait cars for single car operation being treated similarly.

With regard to parcels vans, on p.271 of September, 1989 *Newsrail*, in the first column it is stated 157ABM became 10CM 7.10.1957, then in the second column 7.10.1955 (2/58DD with correction); which is correct? 158ABM is shown becoming 14CM12/1963 and 159ABM 15CM 9/1964. Mr Atkinson in March, 1987 *Newsrail* listed 159M (sic) becoming 14CM and 158M (sic) 15CM; which is correct?

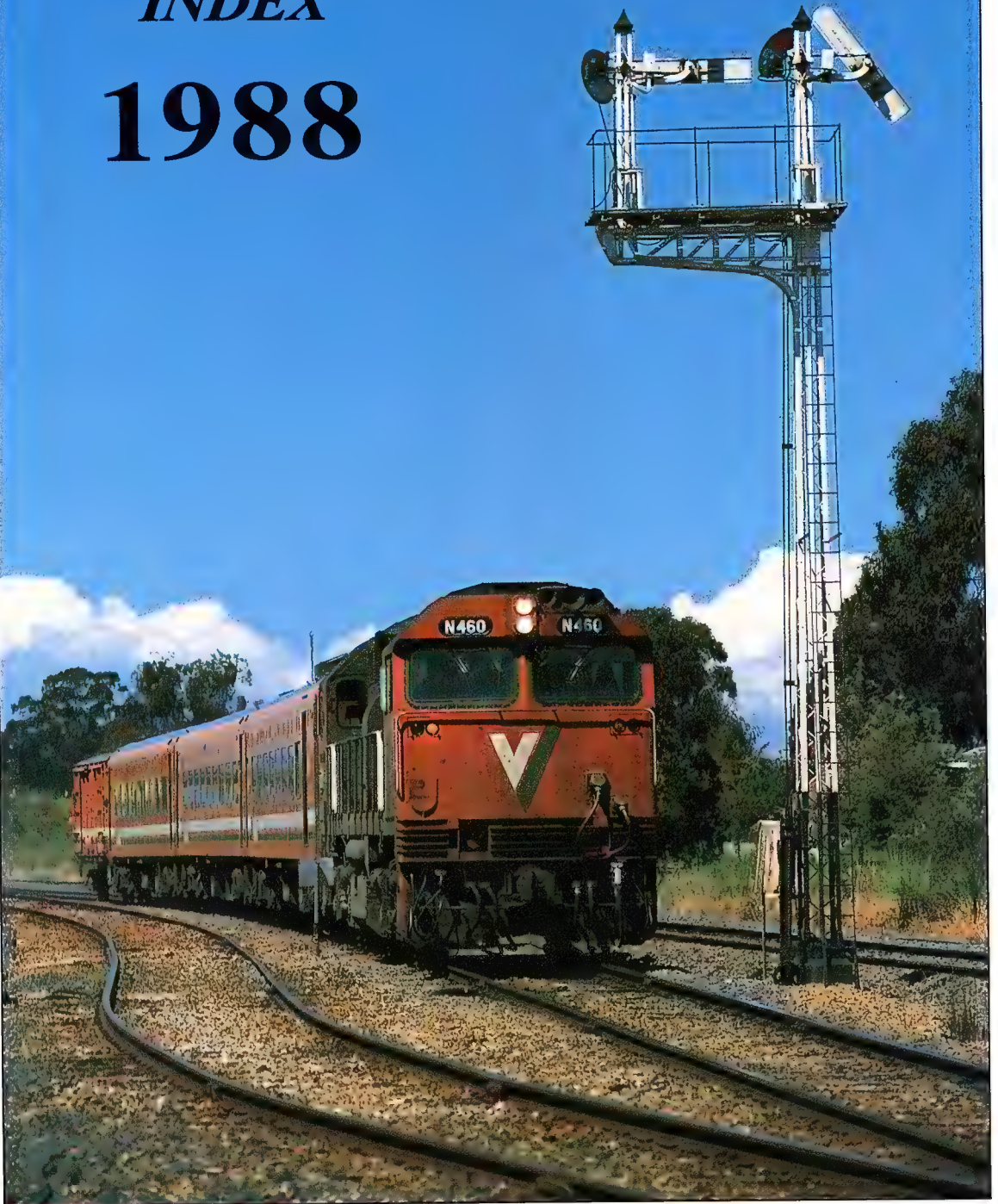
5CM is recorded as still having plate frame bogies in 1960. That may have been after replacement of cast steel bogies with which I photographed 5CM on 29.12.1937 as enclosed. As far as I remember it was the first CM so fitted.

5CM with cast steel bogies, No.8 platform Spencer Street Station. 29.12.37. (Both photos J Southern)



N460 with the 12 45 up Albury pass. at Glenrowan,
Mon.23.10.89. (Stuart Turnbull)

NEWSRAIL *INDEX* **1988**



Newsrail Index

This index has been designed so that it can be removed and be placed in the Centre of the December 1988 issue if so desired.

January to December 1988

A			L		
Adelaide and Mildura, A better service to	8		L Class, Scrapping	151	
After Dark	47		Local trains, St Albans and its ...	328	
Albury, Flying to	376		Locomotive J515 Steams again ...	138	
Albury tour, Spirit 50th Anniversary	230		Locomotives		
All Lines Ticket 1939	74		Diesels		
Anniversary Albury tour, Spirit 50th	230		A66	97, 125, 189	
Aus Steam '88	356		A71	158, 243, 249, 317	
Award, Melbourne Underground Rail Loop wins Engineering Excellence	266		A77	41, 54, 144	
B			A81	243	
Ballarat, A day at	236		A85	243	
Ballast, B for Briquettes and	294		B60	5	
B class	23		B61 23, 46, 106, 107, 130, 162, 235		
B class at Dunolly	234		B63	234, 235	
B class, blue	265		B64	294	
Bendigo and beyond Easter 1941	174		B65 23, 84, 130, 236, 265, 294, 295		
Bendigo and beyond Easter 1941, Back from	202		B67	86	
Better service to Adelaide and Mildura, A	8		B69	107	
B for Briquettes and Ballast	294		B70	101	
Bicentennial train, Farewell to the	378		B74	47, 130, 234	
Bike specials, Stawell	100		B75	23, 47, 130, 234, 265	
Blue B Class	265		B76	46, 130, 235	
Bridges, trestles, viaducts and tunnels			B84	295	
Anakie Road	43		C501	6, 79, 237, 238, 243	
Ararat	75		C502	19, 244	
Bacchus Marsh	79		C503	41, 79, 244	
Ballarat	189		C504	41	
Bendigo	250		C506	91	
Camberwell	65		C507	19, 41, 79, 112, 243	
City Loop	267, 268		C509	79, 91, 112	
Curdie's River	297		C510	41	
Currenty Creek	326		G511	84	
Dandenong	18		G513	7, 185	
Dandenong Road	351		G514	7	
East Malvern	124		G516	211	
Elphinstone	265		G517	242	
Emu Creek	100		G519	119, 194, 210	
Hamley Bridge	326		G520	210	
Hughes Creek	119		G523	91, 258	
Hump	287		H2	106	
Jacana	161		H3	106	
Kilmore East	262, 379		H5	106	
Lang Lang	111		N451	27	
Maribyrnong River	264		N452	143	
Meeniyar	110		N453	46	
Melton Weir	289		N454	37, 41	
Moama	28		N455	243	
Murray River	29		N456	143	
Narracan Creek	294		N457	88	
North Geelong	15		N458	225	
Nova Nova	2		N460	33, 43, 104, 243	
Picton Tunnel	194		N462	111, 143	
Port Melbourne	21, 69		N463	307	
South Melbourne	1, 4, 198		N465	46	
Spencer Street	5, 261, 362		N466	236	
Tallarook	274		N467	27	
Taradale	268		N468	225	
			N469	100, 168	
			N470	24, 102, 103	
			N471	23, 100, 178, 354	
			N472	24, 37	
			N473	189	
			N474	102, 103, 178	
			N475	104	
C			G		
Tarwin River	281		G class in NSW	210	
Trafalgar	295		General News	18, 50, 82, 114, 142, 178, 212, 242, 274, 306, 344	
Traralgon	249		Going, Going	130	
Briquettes and Ballast, B for	294		Goods Trains, Riding the	296	
Briquettes for Korea	15		Goods, Western line express	79	
Briquetting, Report on	12		Grain trains	106	
Broad gauge turntable	19		H		
D			Heathcote Junction, Incident at ..	382	
Carriage Working October 1987, V/Line	36		I		
Crossing, Overtaking and	41		Incident at Heathcote Junction ..	382	
Crossing, Trains	243		Industrial Lines tour	292	
E			J		
Dark, After	47		J515, Restoration of	228	
Day at Ballarat, A	236		J515 Steams again, Locomotive ..	138	
Delays	61, 125		K		
Diesel — A modern approach, Steam versus	42		Korea, Briquettes for	15	
Diesels, Preserved	333				
Dookie — Shepparton lines upgrade 1987	108				
Dunolly, B class at	234				
F					
Easter 1941, Bendigo and Beyond	174				
Easter 1941, Back from Bendigo and Beyond	202				
Easter 1988	169				
Express, The Stringybark	201				
Express — The untold story, The Stringybark	239				

P12	36	Steam		South Australian Railways	
P14	216, 307	A ² Class	78	620 class	
P15	30	A ² 875	74	621	327
P16	307	913	77	SRA NSW	
S300	130	973	75	42 class	
S301	52, 250, 264	974	76	42001	333, 361, 372, 373
S302	93, 137, 250, 298	D ² 782	177	81 class	
S303	9, 11	D ² 639	141, 305, 344, 362, 366, 367, 368, 370, 373	8167	211
S304	66			8172	85
S305	11	D ³ 678	176	8173	53, 263
S306	101, 147	J515	138, 139, 193, 228, 229, 240, 354, 362, 366, 367, 373, 374	422 class	
S307	14, 90, 91, 295	K153	327, 366, 367, 369, 375	42213	260
S308	239	K163	40, 187, 350	42214	260, 262, 274
S309	46, 130, 235	R707	140, 141, 205, 221, 231, 232, 233, 373, 378, 379	42218	249, 373
S310	11, 26			42219	188
S315	46, 52	R749	141	42220	98
S317	19	R761	44, 141, 172, 322, 324, 325, 326, 327, 332, 358, 359, 360, 363, 364, 365, 369, 370, 384	Steam	
T320	117, 201, 253, 372, 374			C30 class	
T341	299	Railcars and Railmotors		3112	354, 356, 372, 373, 375
T342	213	12RM	175	C38 class	
T347	26, 130	55RM	289	3801	353, 359, 360, 363, 364, 365, 366, 367, 368, 370, 371, 373, 378, 379, 380
T350	265, 290, 295	56RM	299	C79 class	
T351	130	58RM	79, 120	1210	354, 356, 373, 375
T352	106, 130	59RM	283		
T353	26	61RM	216, 299		
T354	2	64RM	181		
T355	93, 242, 298	Trains, Electric			
T356	251	Swing Door	4, 69, 70, 272		
T358	281	107M	65, 68, 71, 73, 80, 287		
T359	46, 106, 208, 235	Tait	197		
T361	2	Harris	197, 266		
T362	93	Harris rebuilt	21, 198		
T364	251	Hitachi	4, 6, 22, 69, 124, 197		
T367	226	Comeng	7, 199		
T368	110	Parcels Van	6		
T370	111, 234	Trains No.261	1		
T373	46, 52, 234, 235	Other Railway Systems			
T377	278	Australian National			
T380	110	BL class			
T381	49, 351	BL21	181		
T383	46	BL31	238, 257		
T384	34	BL35	137		
T386	93	BL36	181		
T387	110	GM class			
T392	109, 234	GM28	261		
T394	29	700 class			
T396	280	702	237		
T401	111	705	257		
T403	106, 294	900 class			
T404	162	900	333		
T405	208	930 class			
T410	226, 277	931	11, 190, 257		
W250	40	932	91		
X31	46	934	16, 185, 237		
X32	277	937	16, 137		
X38	144	938	10		
X39	88	939	17, 181, 190		
X43	47	942	244		
X46	79, 107, 147	945	91		
X47	37	947	11, 19, 137, 372		
X48	8, 239	948	11		
X49	11, 93, 107, 298	959	91		
X50	46, 90, 249	960	113		
X51	41	961	244		
X52	294	963	90		
X53	10	967	91, 258		
X54	9, 249	Railmotor, Red Hen	90		
Y110	18	Flying Scotsman	129, 373, 376, 377, 380, 381		
Y113	21	Kerang - Koondrook Tramway			
Y127	297	Sentinel	203		
Y132	15	Portland Harbour Trust (PHT)	82		
Y167	294	Puffing Billy Preservation Society			
Electric		Climax	321		
L1152	151				
L1157	151				
L1174	151				

S	
Scrapping L class	151
Service to Adelaide and Mildura, A better	8
Servicing facilities from the steam era in Victoria Part 2, Remains of	206
Shepparton, Dookie line upgrade 1987	108
South Australia and Mildura Steam to	324
South Australia, V/Line in	90
South Gippsland	110
Spirit 50th Anniversary Albury tour	230
St. Albans and its local trains	328
STAP, A plan for the future	135
Stations	
Albury	232, 233
Bacchus Marsh	79, 125, 216
Ballan	243
Ballarat	47, 189, 236, 238
Ballarat East	11
Benalla	233, 358
Bendigo	250
Broadford	350
Burra	325
Camberwell	65
Carwarp	88
Chiltern	260
Clunes	54
Creswick	84
Curyo	162
Dimboola	8
Flagstaff	267
Flinders Street	68
Footscray	141
Geelong	77
Glenrowan	360

Gunning	211
Horsham	7
Jewell	280
Laburnum	199
Longwood	46, 147
Mangalore	141
Meredith	105
Mt Lofty	91, 244
North Shore	105
Parliament	268
Port Melbourne	21, 22, 69
Riverton	325
Rockbank	185
Seymour	117, 228
South Kensington	362
South Melbourne	1, 4, 198
Speed	277
Spencer St	27, 85, 143, 178, 247, 253, 333, 344, 349, 367, 372, 373, 374, 377, 378
St Arnaud	206
Stawell	102
Tailem Bend	327
Toolamba	109
Traralgon	249
Williamstown Racecourse	272
Stawell Bike specials	100
Steam era in Victoria Part 2, Remains of servicing facilities from the	206
Steam to South Australia and Mildura	324
Steam versus diesel, A modern approach	42
Stringybark Express, The	201
Stringybark Express, The untold story, The	239
Sydney - Melbourne service, A better	260

T	
Taildisc	30, 62, 94, 157, 188, 222, 254, 286, 316, 351
Tour, Industrial lines	292
Tour, Spirit 50th Anniversary, Albury	230
Traffic	20, 51, 83, 115, 146
Trains crossing	243
Trestles	see Bridges
Tunnels	see Bridges
Turntable, Broad gauge	19
Tutu Choo Choo	332
U	
Underground Rail Loop wins Engineering Excellence Award, Melbourne	266
Units, Multi	46
V	
Viaducts	see Bridges
V/Line carriage working October 1987	36
V/Line freight rollingstock fleet 1 January 1988	122
V/Line freight rolling fleet 14th June 1988	300
V/Line in South Australia	90
W	
Welcome back 107M	68
Western Line express goods	79
Works	25, 58, 89, 123, 154, 186, 220, 252, 284, 314, 345
Writing about Railways, Fifty years of	269
'88 Aus Steam	356
'88, V/Line freight rollingstock fleet 1 January	122
107M, Welcome back	68
1939, All lines ticket	74
1941, Bendigo and Beyond, Easter	174
1987, Shepparton - Dookie line Upgrade	108

A85 crosses Malsbury Viaduct with the 08 35 down Bendigo pass. on Wed.27.9.89. (John Dare)



General News

Surplus land: V/Line have offered a further package of surplus railway lines and associated lands to government departments (the first package was outlined in *Newsrail* Oct.86 p.306). The departments were given 90 days to consider purchase at market value and it is expected that further packages are to follow. Listed are the sections of lines on offer:

Skipton to Linton Junction.

North Creswick to Allendale.

Tallarook to Kerrisdale.

Huon to Shelley.

Bowser to Myrtleford.

Timboon to junction of Colac - Camperdown line.

Hamilton to East Natimuk.

Natimuk to Carpolac (Morea).

Lubeck to Bolangum.

Jeparit to Yanac.

Hopetoun to Patchewollock.

Murchison East to Colbinabbin.

Rushworth to Stanhope North.

Elmore to Diggora West.

Heathcote to Kilmore.

Piangil to Kooloonong.

Traralgon to Maffra.

Welshpool to Yarram.

Wheat monopoly: V/Line will carry all Victorian wheat for export this summer, following an agreement

recently with the Australian Wheat Board. V/Line offered the board a cartage rate of \$19.32 a tonne — an 11.5% cut from the previous year.

Southern Cross Express: On Tues.24.10 carriages of the *Southern Cross Express* were put up for auction following the collapse of Vintage Rail Pty Ltd. Five of the carriages were sold by private negotiation after a lack of bids at the auction in what the receivers said was a disappointing end to the auction. Informed sources say that the china, crystal and silverware used on the express fetched about \$400 000.

Retired concessions: Retired people in Central Victoria are making good use of public transport concessions and at the same time boosting V/Line's patronage. Nearly 4000 people have taken out the 60 plus concession card in the area since its introduction at the beginning of the year. The scheme provides a 50% concession on return economy trips on the off peak days of Tuesday, Wednesday and Thursday for retired people 60 and over who are not in paid employment.

Line closure: V/Line have informed the Mildura Shire Council that the Transport Minister Mr Kennan has approved the closure of the Red Cliffs to Meringur railway line in the Millewa. A statement issued recently by V/Line said that warning signs and associated equipment would be removed from level crossings and that barricades would be placed on the tracks before level crossings.

A81 leads the down *Sunraysia* via Castlemaine across Cairn Curran Reservoir on Mon.2.10.89.
(Rodger McCormack)



Operations

GENERAL

Multi locos: On Sat.23.9, 12 locomotives ran four trains into or out of Spencer Street as listed:

- 17 16 Traralgon X39-X48-X52-N451.
- 18 30 Seymour A60-X41-S313-P23.
- 18 35 Ballarat A78-B75.
- 14 00 up Dimboola B65-N456.

Xs on pass.: On Mon.4.9 the following X class locos were observed on passenger trains out of Spencer Street.

- 16 40 (8253) South Geelong with X32-N456.
- 17 11 (8261) South Geelong with X39.
- 17 35 (8133) Dimboola with X47-S312.
- 18 05(8431) Bairnsdale with A71-B80-X41.

Sunraysia: The last down *Sunraysia* to operate via Castlemaine was on Wed.4.10 with N461-Z56-D301-VMAP7.

SOUTH WEST

Geelong news: The Geelong area can provide some interesting train working with both V/Line and AN locos combining on occasions. On Mon.14.8 the 13 40 (9249) Tottenham Yard — North Geelong goods was hauled by No.2 end leading 938-934-H4 and cab first T376. A 930 No.2 end leading on the main line in Victoria is very rare. On Wed.23.8 N462 failed on 8241/8260 passenger train and 939 was utilised to haul the train to Spencer Street. 939 returned to Geelong on the 21 30 (8281) pass. behind an unidentified N class that day. Other 930 class locos to work passenger trains on the Geelong line have been 963 behind N452 on the 16 40 (8253) South Geelong on Mon.18.9 and 931 behind X31 on the 17 41 (8263) South Geelong on Wed.27.9.

On VFL grand final day Sat.30.9 the following consists were used on the down to convey Geelong fans back to Geelong: P12-LH32-P22-LH33-SH25-P13, P19-SH23-SH22-P16 and P18-SH24-SH30-P20 all push/pull and scheduled to operate to South Geelong. On Mon.2.10 706-A60 ran the 20 30 (8279) Geelong pass. The 700 class was being used for crew training purposes. The North Geelong - Mt Gambier goods via Heywood is usually operated by twin 930 class but B61-931 operated the train on Fri.13.10 and on Tues.17 10 T401-706-931 were the locos used. On Thur.19.10 9192/ 9193 was operated by a single B class, B65. On Tues.24.10 and Wed.25.10 Bs again operated this train, this time in multiple with AN locos. Tues.24.10 B75-702 hauled the down train while B75-931 powered the up train. On Wed.25.10 701-B76 operated both the down and up trains.

WEST

16 20 Bacchus Marsh pass.: This train consisting of an E car, three K cars and a CP van has had several interesting locos working it. On Thurs.31.8 T373-T384 were utilised, Tues.5.9 B76 operated the train and on Wed.6.9 a single T class T396 was used. On Mon.11.9, X34 ran the train which originated at Sunshine because of an industrial dispute and ran to the timetable of the

17 22 down Bacchus Marsh pass. On Tues.12.9, B75 ran the train with a repeat of the previous day's working. Wed.13.9 the train was in charge of A62, and one week later on Wed.20.9, X32 was the loco used. B75 ran the train on Fri.22.9 with B65 being utilised on Mon.2.10 and B80 used on Tues.3.10.

Western observations: The outskirts of Melbourne provided the setting for the following sightings made on Sat.21.10. 9170 up Dry Creek - Dynon express goods was powered by G515-G528-X54 for 46=92, and 9146 Islington - Dynon superfreighter had G537-G538 for 28=56. The following 9148 Islington - Dynon superfreighter was hauled by BL31-BL32 for 27=54. The up *Overland* that morning was powered by double Ns N452-N456 with 16 vehicles trailing. The 07 40 (8122) up Ballarat pass. was hauled by N451, while the 06 55 (8130) up Dimboola was hauled by N459-X40. The 9150 express goods Dry Creek - Dynon passed with N454-C509-BL27 with 23=46.

Overland: The *Overland* was converted to head end power from Sun.8.10. Two N class locos will now be rostered to work the train henceforth. Other news on the *Overland* includes the following: Sleeper SZ287 (ex VAM) was included in the consist of 8141 on Tues.19.9 and on Sun.1.10 the *Overland* arrived at Spencer Street with Bluebird rail car 254 included in the consist and conveying passengers. It was returned empty on Mon.2.10 as part of the consist of the down *Overland*.

Works train: On Tues.10.10 G540 was sighted heading north towards Sulky Loop with a short works train of guard's van and six ballast hoppers.

Variety: The western line provides plenty of variety in motive power as a day lineside on the outskirts of Melbourne demonstrates. Sightings were made on Thurs.19.10 and are as follows.

Up trains

- 12 20 (9170) Dry Creek to Melbourne express goods G515-BL31.
- 16 25 (9148) Islington to Melbourne superfreighter BL32-BL27.
- 18 15 (9148) Islington to Melbourne superfreighter G537-G538.
- 20 00 (8120) *Overland* to Melbourne N454-N463.
- 07 40 (8122) pass. from Ballarat A77.
- 06 55 (8130) pass. from Dimboola N473.
- 11 40 (8134) up Ballarat pass. N471-X40.
- 22 20 (9150) Dry Creek to Melbourne express goods C501-C507.
- 14 45 (8140) pass. from Ballarat N472.
- 13 10 (8146) pass. from Dimboola N461.

Down trains

- 10 25 (9169) Dynon to Dry Creek express goods T374-S307.
- 16 15 (8123) pass. to Ballarat A71.
- 17 35(8133) pass. to Dimboola N471.
- 17 47 (8131) pass. to Ballarat A62.
- 18 00 (9141) goods to Mildura X45-X46.
- 18 45 (9145) superfreighter to Islington G538-G537.

19 20 (9147) superfreighter to Islington BL32-N452.
 20 05 (8139) pass. to Ballarat N469.
 20 45 (8141) *Overland* to Adelaide N456-N454.
 21 15 (8143) *Vinlander* to Mildura N470.
 21 30 (9149) express goods Dynon to Dry Creek C509-BL27.

NORTH

Bendigo Hitachi: Bendigo Workshops continues to work on Hitachi sets. On Thurs.21.9, a Hitachi set ex Bendigo was sighted passing through Spencer Street behind T374 at 16 49. The Hitachi set consist was 112M-1980T-146T. The special movement was scheduled out of Bendigo at 14 00.

Bendigo derailment: G534 and several VHGF wagons were derailed between the Myrtle Street road bridge and the beginning of the platforms on the Loco side of the Bendigo yard. The derailment happened at 06 30 on Thurs.12.10 when G534 ran through a set of points. The grain wagons were rerailed using jacks while three mobile cranes were called in to rerail the loco. The loco was rerailed about 12 hours after the derailment.

Echuca update: X and T class locos continue to provide the motive power in this area except when a special grain program is being run. Double Gs are becoming more frequent visitors on block grain trains. On Mon.2.10, 9083 departed Echuca at 09 17 and returned on 9064 goods at 13 25 as X35-VLEX-VLCX-22xcontainer flats. On Wed.4.10, X31-14xVHGF arrived at 13 05 on 5168 goods. Thurs.5.10, X41-18xVHGF arrived on 5168 goods at 13 15. G526-G528 were in the yard. On Fri.6.10, 5167 goods left Echuca at 06 00 as X33-16xVHGF and returned as 5168 goods at 13 12. G514-G533 were in the yard.

A steam special operated to Echuca and Deniliquin on Sat.7.10. J515 ran tender first to Deniliquin in the afternoon making it the first steam loco over the new rail bridge at Echuca. Earlier that morning a diesel hauled special pass. operated to Moulamein and return to Echuca. Y133 was the loco. Also earlier in the day J515 ran two shuttle trips to Rochester, running funnel first to Rochester and tender first back to Echuca. B65 was used to haul a special between Seymour and Echuca the same day. On Mon.9.10, X35-2xVLCX-1xcontainer left on 9083 at 09 46 and returned on 9064 at 14 15 with X35-6xVHGF-3xVLCX-20xcontainer flats. On Wed.11.10, X35-24xVHGF on 5168 goods arrived at 14 13. Fri.13.10 and X35-T401 were ready to depart on 9064 goods to Bendigo at 17 30.

On Mon.16.10, X35-18xVHGF departed on a down train at 06 00 and returned as X35-18xVHGF at 13 14. T374 arrived shortly afterwards at 14 05 on another up train. On Tues.17.10 the last of the rails on the old combined rail/road bridge were removed. Train movements consisted of X41-12xVHGF on the down at 06 00 and T384 on the down at 09 21. X41 returned at 13 18 while the T returned at 14 50. Bulk grain from across the border provided heavy traffic on Wed.18.10 and Thurs.19.10. X30-16xVHGF ran an up train into Echuca on the Wednesday and X41-16xVHGF did the honors on Thursday. H3 made what is possibly the first trip across the bridge for its class on Thurs.19.10 returning on an up train at 14 06. H3 was stabled in Echuca overnight. On Wed.25.10, X36-17xVHGF ran an up grain train from the Echuca silos leaving at 16 40.

Happenings around Bendigo: Bendigo continues to see a good variety of motive power in the district. Passenger trains are predominantly operated by A and N class whilst goods trains operate with all classes except C.

Fri.22.9: H4-T403 was on an up loaded sleeper discharge train waiting line after the up Swan Hill pass. had departed.

Sun.1.10: The 16 10 (8085) pass. operated with P17-P11-SH24 while the up Swan Hill pass. arrived at Bendigo at 19 13 behind N471-A60-D-Z set (5 car) and departed at 19 17.

Mon.2.10 saw a lone X class on 9064 Echuca goods as X35-11xVQCX-2xVPCX-VLEX arrived in Bendigo at 17 35.

Tues.3.10 and another lone X class operated 9064 Echuca goods, X40 arriving at 18 36. The up Swan Hill goods that night was T392-T378-3xD-2xVLCX-VBCW-VOFX-VBCW-VFFX-11xVTQF-12xVHGF and arrived at 19 07.

Thurs.5.10: The 17 40 (8043) down *Northerner* passed through Eaglehawk at 19 59 behind N472. Earlier that night G530-T360-T376-2xD-3xVOFX-4xVHGF-2xVBCW-2xVTQZ-5xVTQF-2xVTQX-2xVTQF-VQCX-13xVHGF arrived at Bendigo at 19 03 on 9080 up goods. 8065 that night was powered by A81.

Sun.8.10: A62-P17-SH set (4 car) ran 8085 pass. and the up Swan Hill pass. seen at Eaglehawk at 19 02 was A72-N473-D317-Z62.

Mon.9.10: X35-T409 arrived from Echuca on 9064 goods. At Bendigo the X and T were detached, T395-T383 attached, the X and T re-attached to run the train from Bendigo to Melbourne. Earlier that day T395 ran a mini block grain to Bridgewater and return departing Bendigo at 06 10 and arriving back at 09 41. 2xVOFX were conveyed on the down trip while on the up the load was 7xVHGF. X31 on 8091 *Train of Knowledge* departed for Swan Hill at 16 22. A71-2xD-Z set (4 car)-D355 on 8043 down *Northerner* arrived at Bendigo at 19 43. The *Train of Knowledge* (8092) was sighted at Eaglehawk on the up at 19 25 on Tues.10.10.

Wed.11.10: X35-T409 were again on 9064 up Echuca goods arriving at Bendigo at 19 52. 8093 down *Northerner* arrived at 19 46 and departed at 19 50 as N473-D334-D314-Z set (4 car)-D355.

Thurs.12.10: The day of the derailment the down *Northerner* arrived at Bendigo at 19 45 behind A79. Earlier that evening 9080 up goods was noted passing through Eaglehawk behind double Ts, T360-T376 at 18 03. X50 was attached at Bendigo to run the train to Melbourne. The 18 30 (8065) pass. that night was N459-D-Z set (5 car)-D. The loco shunted the first D van into the yard as part of its run round. It then attached to the set and shut down in No.1 road. The carriage sheds were isolated from the yard because of the derailment earlier that day.

Four Gs in Bendigo on the one day was a highlight.

Fri.13.10 saw G534 and G539 stabled after the previous day's derailment and G527-G540-40xVHGF left Bendigo at 19 31 on 1226 up Maryborough block grain. The 15 50 (8031) down pass. arrived at Bendigo as S300-N465-DRC43-D344-Z52-D335. The DRC was enroute to Bendigo Workshops for repairs.

X41-S301-30xVHGF arrived in the Bendigo yard at 18 52 on an up Piangil block grain. The down *Northerner* arrived at 19 51, departed at 19 55 behind A81. 9064 up Echuca goods arrived at 20 04 with X35-T401 providing the power and 8065 down pass. arrived at 20 50 behind N470. On Sun.15.10 after arriving behind X31-P22 the 16 10 (8085) pass. was stabled in No.4 road as the carriage sheds were still isolated. N458-A81-D328-Z set(5 car) on 8088 pass. arrived at Bendigo at 19 14 and departed for Melbourne at 19 19.

Mon.16.10 was one of the busiest days in the area for some time. First movement was 9083 goods to Echuca at 02 30, then 8016 pass. (Monday only) departed at 05 40, the next out was 8026 pass. at 06 50, G539-X31 on 1226 grain to Maryborough left at 08 03 and X41-S301 on 9006 grain to Sunshine departed at 09 50. X35 on 8091 *Train of Knowledge* arrived at Bendigo at 13 22 and departed for Swan Hill at 16 14. The down *Northerner* with N455-2xD-Z62 (4 car)-D arrived at 19 50 and departed at 19 54. X39-T374 returned from Echuca on 9064 at 20 17 and was held at Bendigo B box for 10 minutes, blocking both the Mundy and Williamson Street crossings. X40 was added to 9064 to run the train to Melbourne. At 20 44 N453-D-Z53 (4 car)-D arrived on 8065. This working is normally a 5 car roster.

Wed.18.10: X40-T403 on 9064 up goods departed Bendigo at 21 55. Earlier that night N470 on the down *Northerner* arrived at 19 48 and departed for Swan Hill at 19 53.

Thurs.19.10: G52?-G527-17xVHGF departed Bendigo for Maryborough at 19 32. Later, A77 on the down

Northerner arrived at 19 48. The next movement was X41-T385 (VR) on 9064 up goods out of Bendigo at 21 08. 8065 pass. that night was hauled by N451. S310-H4-T381 were waiting in the yard to run 9080 up goods.

Fri.20.10: S312-S311-27xVHGF passed through Eaglehawk at 17 28 on an up block grain train. Another visit to Bendigo of an H class occurred on Thurs. 26.10 when H3 ran a short block grain to Bridgewater and return. Later that night H3-T387-T407 departed Bendigo at 21 45 on 9080 up goods.

Bendigo depot visits:

Sun.17.9: N475, S313, T376, X36, 45, 46, Y161, J541.

Sun.24.9: A79, N466, T405, X33, Y161, J541.

Sun.1.10: N464, T403, X35, Y161, J541.

Sun.8.10: N470, S306, 311, T395, 409, X35, Y161, J541.

Sun.15.10: G534, 539, N460, S301, T374, X39, 40, 41, Y161, J541.

NORTH EAST

Mangalore news: The Albury passenger trains continue to be used regularly for loco balancing purposes. Sightings at Mangalore have shown some interesting combinations such as on Fri.1.9 when X48-X40 on 8311 down pass. passed through at 13 25. On Sun.3.9 8312 up pass. was hauled by A73-X52 seen at 09 20 while the down pass. (8339) sighted at 11 20 had N462-B76. On Mon.4.9 8318 up pass. was operated by X50 seen at 14 48 while on Tues.5.9 at 13 22, S317 passed through on 8311. 8311 on Wed.6.9 had X53-A73 sighted at 13 20 and on Fri.8.9 8311 was powered by

B64-T352-T393 pass through a thunderstorm as they haul No.1155 down goods towards Watchem and Ouyen at 12 55 on Fri.31.3.89. (Graham Withers)





X47-T323-Y157 arrive at Ararat from Geelong just after sunrise on Sat.12.1.85. (Graham Withers)

X46-A66. 8310 up pass. on Tues.19.9 passed through at 08 41 with N473-S311 while on Wed.20.9 the same train had N473-X32 up front. On Thurs.28.9 at 09 34 N468-X31 passed through on 8305 and the same day N455-N464 on 8311 flew through at 13 28. On Sat.30.9 it was double As as A81-A77 ran the 8332 up pass. seen at 18 35.

Multiple lash ups on North East goods trains are the norm rather than the exception and it is not uncommon to see four and even five locos at the head of trains on this line. On Mon.4.9, B65-X39-T385 ran a down NE goods passing through at 03 25. That evening B65-T385 returned on the up NE goods (9304) at 21 18. Two and a half hours later H3-T393 passed through at 23 58 with the down (9350) block oil. On Thurs.7.9 X36-B65-T381-T391-T392 ran the down NE goods (5 locos) seen passing through at 00 40. Twenty-two hours later, B65-T381 returned on the up (9304) NE goods at 22 41.

On Wed.13.9, B76-B65-T371-T388 ran the down NE goods and was noted passing through at 01 25. A special pass. was sighted on Wed.20.9 with A81-Norman-D passing through on the down at 11 23. S313-S312 operated as light engines on Sun.1.10, seen passing through at 16 10. On Fri.6.10 and Mon.9.10 block grain trains operated to Oaklands, Friday's train hauled by S313-S312 passed through at 08 01 and Monday's hauled by X40-T379 was sighted at 16 15. Also on Fri.6.10, S312-S313-B76-T382-T384-T408 passed through at 00 25 with a down NE goods.

On Wed.11.10 an H class visited the area when H4-T381 on the down Goulburn Valley block oil passed through at 04 59. H4 returned on the up at 09 35. At 01 07 the down NE goods passed by with B64-T397-T359 up front, B64-T379 returned on the up NE goods

at 21 29. X40-N460 were sighted at 13 33 on the down Albury pass. and at 17 02 X39 passed by with a down Tocumwal block grain.

A light engine movement took place on Thurs.12.10 with S307-S312-S313-X40 passing through at 19 06. Later that night X39 returned on the up block grain from Tocumwal, sighted at 21 55. Two of the S class involved in the light engine movement returned at 22 45 with the up NE goods. Locos on this train were S313-S312-T377-T383. On Fri.13.10 X44-S301-B65 on the down empty steel train went past at 23 50. On Mon.16.10 a triple-header ran 8310 up pass., N470-X44-S312 near to time at 08 42. T408 was light engine at 20 40 on the down on Wed.18.10.

On Sun.22.10 the morning down pass. to Albury was hauled by X47-A78 and the up pass. hauled by A78-X47. An X appeared on the pass. again on Mon.23.10 when N466-X48 ran the 12 00 (8311) pass. On Thurs.26.10 this train was hauled by N463-S307. N459-X46-X48-X50 (all Xs dead) ran a down Albury train on Sat.28.10 passing through at 18 50. On Sun.29.10 S301-N469 (dead) ran 8330 up Cobram pass.

Kyabram news: Probably the highlight of the month of October occurred on Sat.7.10 when two down special and two up special trains operated through Kyabram. J515 operated one of the specials and B65 operated another of the specials. Other sightings in the area included Tues.12.9 with a blue 3rd series T class and 4xVOFX. Tues.3.10, T404-8xVOFX arrived and after shunting departed at 09 55 with 4xVOFX (empty). On Tues.10.10, an unidentified T class arrived with 8 laden VOFX and departed with 8 empties from the previous week's trip.

Goulburn Valley general observations: The Shepparton goods (9363/9332) and the Shepparton block oil are still dominated by T class locos. Of interest is that the down block oil is normally double-headed while the down goods is usually powered by a single loco. On the up journeys the reverse occurs.

Seymour general observations: Train patterns have changed quite considerably since the dramatic alterations to Seymour Yard were made. The alterations were the abolition of A and B signal boxes, the conversion of their related semaphore signals to electric light signals, the provision of motorised points on the main lines (hand levers for the rest) controlled from a panel situated in the station building and the conversion of the double line to Mangalore converted to two single lines. The old down line is now the Goulburn Valley line while the old up line is now the North East line. The yard now comprises dead end sidings with access via a single set of points at the up end. With these changes some of different patterns are as follows: The late night/early morning goods trains now stand on the main line for crew changes and any loco changes. For loco changing for up NE goods trains (down goods trains are allowed to stand here because of the station access boom barriers and complaints from the public) occur on No.1 road; the panel operator first secures the standard gauge making sure that the crew's lives are not endangered. To help accommodate the down goods trains on the re-numbered No.2 road (main platform) the commuter trains that used to be stabled there now have their own area at the loco depot. The Albury passenger trains now use the back platform while the front platform is used for Cobram trains. The evening up and down Albury passes which used to cross between Seymour and Mangalore now cross at Dysart.

Ballast train: During October a ballast train was operating between Kilmore East and Broadmeadows. Around 18 00 weeknights light engines from Seymour run to Kilmore East, attach loading and work all night on the up line, following the ballast cleaning machine, working in the sections of Kilmore East/Wallan, Wallan/Donnybrook and Donnybrook/Broadmeadows. Running around occurs at Tottenham Yard and motive power was usually double-headed S class locos, returning light engine to Seymour at about 10 00.

Special trains: Several special trains have operated beyond Seymour during October with the following sightings made at Mangalore. On Wed.4.10 T368 operated an up NE ballast, passing at 07 50; later T368 operated a down Goulburn Valley ballast discharging ballast on the new track alignment at Mangalore. On Sat.7.10, J515 operated a down special pass. for ARHS to Echuca passing through at 00 12. On Tues.10.10 T380 operated a rail recovery train to Toolamba seen on the down at 11 28 and returning on the up at 14 00. On Sat.28.10 58RM ran a special pass. to Wahgunyah for the Central Highlands preservation group. This could be possibly the last train on the line as V/Line have lost the Uncle Toby's contract to road. The special passed through on the down at 09 11 and returned on the up at 17 44. On Sun.29.10, J515 ran a special pass. to Numurkah for the Girl Guides Association.

STANDARD GAUGE

Somerton goods: On Sat.16.9 No.9605 ran with X37-42205 seen passing West Footscray at 09 34 hauling 7 wagons. X37-42205 were taken from 9605 at Somerton to run 9669 down extra car train. The train passed through Kilmore East at 14 49 with 23 wagons in tow.

Single-headers: Our metropolitan correspondent was out on Sat.21.10 and recorded the following on the standard gauge in the Footscray area. It is rare that each train on the standard gauge sighted that day was hauled by a single loco. The 08 40 (8661) down *Intercapital Daylight* was hauled by 42207. 9692 Cooks River - Dynon express goods had 8166 up front. 9686 Brisbane - Dynon superfreighter was powered by G522, while 9662 Chullora - Dynon superfreighter was hauled by G518. The up *Melbourne Express* had bicentennial 8172 up front and G519 was used to run 9664 Cooks River - Dynon express goods.

Mangalore sightings: The highlights of October on the gauge at Mangalore are as follows: On Wed.4.10 42207 passed through at 07 53 on an up goods. Later that morning at 10 14 8175-8180 went by with the *Intercapital Daylight* (unusual, as normally single-header). On Thurs.5.10 another single 422 class ran an up goods, this time 42220 at 08 03. On Sat.14.10 the *Intercapital Daylight* was once again double-headed; this time G519-42218 hauled the train through Mangalore at 10 24. That night G522-G521 operated the down *Sydney Express*, seen at 21 29. C504-8179 ran a down goods on Sun.15.10 passing by at 11 00 and on Mon.16.10, C504-C505 ran through at 14 58 on another down goods. Another double-headed *Intercapital Daylight* passed through at 10 22 on Wed.25.10 with 8177-G??? while on Thurs.26.10 X37-1x empty car wagon operated a special movement seen at 12 30.

EAST

Briquette train: On Mon.4.9 the 09 00 up Morwell - North Geelong briquette train had X48-X47-X36-B62-T383 with 47 wagons in tow.

METROPOLITAN

Dandenong goods: On Mon.28.8 the down goods from Tottenham yard was powered by H5. This train usually has a T class.

Sunshine wheat: An extra block grain ran to Bendigo from GEB Sunshine on Mon.14.8. Train number was 9027. At 11 09, G539-G535 arrived in platform 3 Sunshine and was held until 9027 departed from GEB siding.

Show Day: Royal Melbourne Show Day this year was on Thurs.28.9 and provided an ideal opportunity to watch the passing parade in the western suburbs. First port of call was West Footscray and the first three trains spotted were on the 'gauge'. At 08 05 8173 on 9662 up superfreighter passed, followed at 08 49 by 8167 on 8616 up *Melbourne Express* and at 08 52 8169 on 8661 down *Intercapital Daylight* passed through. The broad gauge's turn followed with G513-706 on 9148 up Adelaide superfreighter at 08 55 followed closely by X50-N459 on 8120 up *Overland* at 09 07. On the standard gauge 42202 passed by at 09 19 on the up 9664

TNT loading. Next train through was 9170 on the broad gauge at 09 33 behind C509-BL32-G532-S306. At 10 56 T381 with 9538 goods from Dandenong passed through and 10 minutes later X33 on 9529 empty coil steel to Long Island. At 11 52 G530-X32-X44-T390 on 9167 steel from Long Island passed and T381 on the Tottenham Yard - Melbourne Yard goods crossed it. Back on the standard gauge at 12 04 when 8171 on 9689 down car train arrived, 12 41 and G523 on 9696 up Sydney goods passed. C501-C506 on 9169 express goods to Adelaide passed a minute later.

A drive out to Sunshine followed and X40 on 9312 Kilmore East - Brooklyn quarry train was sighted at 13 00. The next train sighted was at Middle Footscray at 13 50 when C504 was on 9695 down Sydney goods, then into Spencer Street where S313-N473 departed at 15 50 on the down Bendigo pass. Back out to the west where T402-T360-T407 were sighted on the 9430 North Geelong - Traralgon goods at 17 49. Continuing on to Sunshine and arriving just in time to see X40 on 9314 Kilmore East - Brooklyn quarry arrive on its second trip that day at 17 43. Returning to West Footscray S300-S301 were noted at Tottenham on the 9141 down Mildura goods at 17 49.

Back at West Footscray the first train past was 9430 North Geelong - Traralgon at 17 55 with N469 in charge, the Ts being removed from the train at Tottenham. Next past was 8173 on the gauge with 9669 down Sydney superfreighter at 18 44. 8 minutes later G527-705 on 9145 down Adelaide superfreighter went past. 19 19 saw G513-N458 on 9147 down Adelaide superfreighter and 6 minutes later the second Sydney superfreighter went past with 8167 in charge. At 19 35,

42202 on 9665 TNT loading, 20 09 and 42214 on 8652 *Intercapital Daylight* went past. To finish a pleasant day at 20 14 bicentennial 8172 went past with 8625 down *Sydney Express*.

Stony Point pass.: On Fri.13.10 the morning services were provided by T385(blue)-MTH101-MTH102 whilst the afternoon services were provided by DRC42-MTH103. T385-MTH101-MTH102-CP291 was noted on the 16 02 Sunbury pass. that afternoon.

Surrey Hills: On Sat.14.10 RM55 burbled through on the down line at 13 32, running parallel with a down suburban on the centre line. On Sun.15.10 down trains used the down line instead of the centre line. On Fri.20.10 a down ballast train at 02 20 was hauled by two Ts. On Sun.22.10 all suburban trains used the centre line. This is possible because, with the 40-minute service, trains are scheduled to cross on the city side of Camberwell and near Nunawading. On Tues.23.10 an up ballast at 02 51 was 2xT-van-9xhoppers-van.

Storms: On Fri.27.10 storms and strong winds lashed the bayside suburbs of Melbourne. The overhead lines were brought down on the Frankston line necessitating a replacement bus service between Chelsea and Frankston. Ironically the passengers on one bus had a lucky escape when the bus brakes failed and it plunged into Kananook Creek.

Ringwood collision: Disruption was caused to the morning peak on Mon.16.10 when a Comeng train ran into the rear of a Hitachi set standing at the up home signal on the Belgrave line. Some carriages were derailed and minor injuries suffered by some passengers.

At 19 00 on Mon.20.11.89, workmen are still busy clearing the scene of a collision between two Metrail trains at Syndal. The accident occurred about 08 00 that morning but access for lifting equipment was hampered by cars in the car park. (Russell Pike)





EAST AND WEST

Above: S301 climbing the bank out of Yarragon with an up briquette train, on the eastern line at 09 12 on Thurs.30.3.89.

Below: Out west, G526-C501 power up grade away from Horsham with a down express goods at 19 40 on Tues. 13.12.88. (Both photos Graham Withers)



Rollingstock

LOCOMOTIVES

Loco register: Further to *Newsrail* Oct.89 p.315 the following information has been provided:

Y124, 153, 154 and 155 were all in storage in Melbourne Yard on Thurs.20.7. AN locos 937 and 967 have been withdrawn from service. S304 is off register. T345 is at Maldon.

Y159: This loco was noted in service at Dynon on Thurs.12.10.

T351: This loco was withdrawn on Tues.10.10.

T class: The following T class locos were stored out of use at Dynon on Tues.10.10: T342 (ex APM), 347 351, 358, 362, 365, 367, 391 and 412.

B64: This loco was involved in a collision with Y140 at Dynon on Sat.7.10. B64 was badly damaged.

B class: On Fri.6.10 B63 and B82 were removed from storage and towed to Newport Workshops. It is believed that both locos will be overhauled and returned to service.

G542: This loco was delivered ex Clyde Somerton on Sat.7.10.

S302: At Seymour Loco, S302 stands alone and almost forgotten. It is to be stored at Melbourne to await its fate.

Below: 931, B65 and B75 share company at Geelong Loco on Tues.25.4.89. (John Dare)



Preservation

CASTLEMAINE AND MALDON RAILWAY

Following a report on ABC TV on Sun.22.10 that bureaucracy is giving with the right hand and taking with the left, the Regional Manager of V/Line Northern region issued a statement on the same night that V/Line are co-operating with the society to preserve the line. Members of the National Trust claimed on TV that V/Line was threatening the historic character of the Castlemaine railway station and surrounds by a modernisation program. On the one hand, the army have milled timber set aside by the Department of Forests, Lands and Conservation and will shortly move onto the site of the Muckleford bridge to reconstruct it. On the other hand it was claimed that V/Line have taken out the points, and thus cut the rail link. V/Line have also demolished a historic signalbox. The Regional Manager stated that V/Line in fact, had handed over 'really old features of the station such as the signalbox' and that 'V/ Line was also directly

involved in proposals to start a railway museum at the station'.

PUFFING BILLY PRESERVATION SOCIETY

The PBPS has a new leadership team with the retirement, after twenty-eight years as President, of Mr A P (Lon) Wymond. Under his leadership and direction the society restored an abandoned VR narrow gauge line in the Dandenongs and developed it into one of the country's leading tourist attractions. It is calculated that over these years Lon has contributed some 45 000 hours to the Puffing Billy enterprise. His initial drive brought about the re-opening of the railway in stages between 1962 and 1975. Subsequently he headed a government working party which brought about the 'Emerald Tourist Railway Act 1977' transferring ownership of the Puffing Billy Railway from the Victorian Railways to 'Emerald Tourist Railway Board'. Since that date he has been Chairman of the ETRB as well as President of the Society.

Works

Upfield line upgrade: During a six-hour survey of the Upfield line on Sun.24.9 one constantly had to keep asking oneself if the scene was in dreamworld — hardly a station with the horror of graffiti: indeed even more amazing was the fact that most of the stations were gleaming with a fresh coat of paint. At Coburg you could still smell the new paint. All praise to the good folk along the line if they are in a welcome minority who don't deface their stations, which unfortunately, would be temporarily disturbed by the passing of graffiti covered trains (apparently the victims of vandalism on other lines?) passing through. Even more baffling is the question as to why the group of interesting stations is being refurbished when the Upfield broad gauge heavy rail line is about to be closed for conversion to standard gauge tramway type light rail operations! Will these buildings, the current pride of the whole suburban system be replaced by primitive bus-type shelters and abandoned to the vandals for systematic destruction like their historic counterparts on the St Kilda and Port Melbourne lines?

Postscript: History, even railway history has a habit of repeating itself. Such a phenomenon startled railway enthusiasts aboard the last train to Warburton a quarter of a century ago in the 1960s which steamed through stations that had recently been painted. Perhaps the Painting Gang's obedient adherence to their cyclic repainting program (possibly dating back to Harold Clapp's era) continue during shunting movements.

Eaglehawk: On week commencing Mon.16.10 all signal arms controlled by the Eaglehawk signal box were removed excepting the up distant signals from the Korong Vale and Swan Hill lines. The distant signals were converted to home signals. The signal from the Swan Hill line will normally be in the proceed aspect. These two signals are controlled by a lever at the junction of the two lines.

WEEKLY NOTICES

Eaglehawk: When it is necessary to turn a train to or from the Inglewood line at Eaglehawk a qualified employee must be on duty at Eaglehawk at least 60 minutes before the train which is to be turned to or from the Inglewood line is due to arrive at Eaglehawk. (WN34)

Inglewood: On Sat.19.8 the down home signal was reinstated on the Bridgewater line at Inglewood. This signal will normally be at the stop position and will be controlled from a lever situated at the junction points of the Bridgewater and Dunolly lines. (WN34)

When it is necessary to turn a train to or from the Eaglehawk line at Inglewood a qualified employee must be on duty at Inglewood at least 60 minutes before the train which is to be turned to or from the Eaglehawk line is due to arrive at Inglewood. (WN34)

Korong Vale: When it is necessary to turn a train to or from the Kulwin line at Korong Vale a qualified employee must be on duty at Korong Vale at least 60 minutes before the train which is to be turned to or from the Kulwin line is due to arrive at Korong Vale. (WN34)

Numurkah: On Fri.1.9 the 'B' pattern Annett cross-over, located at the up end of the platform was abolished. Up home signal post No.3 was abolished. Lever Nos.7 and 8 were sleeved normal. (WN36)

Pyramid: On Thurs.7.9 the following alterations took effect.

- * All fixed signals and quadrant levers were removed.
- * The signal push button controls were removed.
- * The plunger lock on the main line facing points at the up and down ends were removed and replaced by staff locks and WSA point levers.
- * A level crossing predictor was installed on the up approach at Victoria Street and a predictor board provided.
- * A speed board, lettered 40 km/h, replaced the existing board at 20 metres from the up end of the platform applicable to stopping trains.
- * The existing push button controls for the flashing light signals was retained at the up end points for shunting operations. (WN37)

TENDERS

Recent tenders called on behalf of V/Line and the Met include:

- * Construction of standsites between Korong Vale and Quambatook and also between Barnes and Denilquin.
- * Detail, design, manufacture, supply, delivery, installation, testing and commissioning of an airconditioning system and a fire detection and suppression system for the communications building at Spencer Street.
- * Supply of bearing oils for rollingstock during the period 1.1.90 to 31.12.91.
- * Supply, delivery and commissioning of commutator turning centre lathe for Spotswood Electrical Workshops.
- * The hiring of motor vehicles and semi-trailers for a twelve month period commencing 1.12.89 to 30.11.90.
- * The purchase and removal of telegraph poles between Eaglehawk and Korong Vale (including Inglewood to Llanelly) and North Bendigo to Barnes.
- * The registration of interest from companies with the ability to supply, install, customise and support software for an on-line management information system associated with the maintenance of its fleet of country and interstate locomotives, carriages and wagons.
- * The registration of interest from bus who wish to be accommodated in the new Melbourne Bus Terminal currently under construction.

ARHS RAILWAY MUSEUM

CHAMPION ROAD, NORTH WILLIAMSTOWN

Open every Sat. and Sun. 12 noon - 5 pm
also Wed. during school holidays 2 - 4 pm



HARRIS CAR MODIFICATIONS

Above: Yet to be numbered and classified, a BH refurbished Harris car nears completion at Newport Workshops on Fri.23.6.89.

Below: MetRail's new overhead greasing cars, Harris motors 794M and 797M, undergoing modification at Newport Workshops on Thurs.2.11.89. (Both photos John Green)





THREE AND TWO

Between Seymour and Mangalore there are now three parallel single track railway lines, each with a different method of safeworking. The standard gauge uses CTC, the North East main line uses electric train staff and the Goulburn Valley line uses train orders. Add the fact that there are two gauges in use and we have a situation which is rare in the world.

CORRECTIONS

On p.313, *Newsrail* Oct.89 A62 was shown as the second loco in a three loco lash-up. This should have been B61.

In the piece on parcels vans on p.271 of *Newsrail* for Sept.89, it was incorrectly stated that 158M became 14CM and 159M became 15CM. In fact, 158M became 15CM and 159M became 14CM. (RNV).

In photo caption, p.331, *Newsrail* Nov.89 the words 'T321 and T322 should be inserted before the words 'both now withdrawn'.

ANSWERS TO READER'S QUESTIONS

Newsrail Oct.89.

The ultimate destination of the Shelbourne line was to have been Laanecoorie but lack of finance in 1889 terminated this scheme. The reader is referred to the article 'Farewell Maldon Line' which appeared in *Newsrail* March, 1977. (N Wenlock)

PARCELS VANS

CM parcel vans: Further to *Newsrail*, September 1989, page 271, the following further information is offered:

- 1CM** — 1921: Built by VR Newport.
23.6.1921: Entered service as 1CM.
3.1986: Sighted in 'Rotten Row' at Richmond.
16.6.1986: Noted as removed.
Further details unknown.
- 2CM** — 1921: Built by VR Newport.
23.6.1921: Entered service as 2CM.
1989: Alloted to Elecrail.
- 3CM** — 1923: Built by VR Newport.
7.2.1923: Entered service as 3CM.
1.9.1986: Sighted at Jolimont.
Further details unknown.
- 4CM** — 1925: Built by VR Newport.
9.10.1925: Entered service as 4CM.
1.1986: Stored at Spencer Street
Parcels Dock.
21.6.1989: Removed from Spencer Street
Parcels Dock.
1989: Sold to Central Highlands
Tourist Railway.
- 5CM** — 1925: Built by VR Newport.
20.1.1926: Entered service as 5CM.
Further details unknown.
- 10CM** — 1901: Built by Loach & Party (Butty
Gang System) at VR Newport.
14.3.1901: Entered service as 3BDBD.

- 1910?: Altered to 3BC (1st Series).
- 19.1.1917: Altered to 8ABC (1st Number)
(2nd Series).
- 1917?: Altered to 3ABCM (Electric).
- 19???: Altered to 157M.
- 7.10.1957: Altered to 10CM.
- 1.1986: Stored at Spencer Street
Parcels Dock.
- 21.6.1986: Removed from Spencer Street
Parcels Dock.
- 1989: Allotted to Elecrail.
- 11CM** — 1905: Built by VR Newport.
28.11.1905: Entered service as 15BDBD.
1910?: Altered to 15BC (1st Series).
- 12.6.1914: Altered to 13ABC (2nd Series).
- 1917?: Altered to 8ABCM (Electric).
- 19???: Altered to 162M.
- 30.10.1957: Altered to 11CM.
Further details unknown.
- 12CM** — 1905: Built by VR Newport.
28.11.1905: Entered service as 16BDBD.
1910?: Altered to 16BC (1st Series).
- After 1919: Altered to 9ABCM (Electric).
- 19???: Altered to 163M.
- 8.1959: Altered to 12CM.
- 1.1986: Stored at Spencer Street
Parcels Dock.
- 21.6.1989: Removed from Spencer Street
Parcels Dock.
Further details unknown.
- 13CM** — 1905: Built by Scott & Party (Butty
Gang System) at VR Newport.
- 2.10.1905: Entered service as 18BDBD.
- 1910?: Altered to 18BC (1st Series).
- After 1919: Altered to 10ABCM (Electric).
- 19???: Altered to 164M.
- 3.1960: Altered to 13CM.
- 1.1986: Stored at Spencer Street
Parcels Dock.
- 21.6.1989: Removed from Spencer Street
Parcels Dock.
Further details unknown.
- 14CM** — 1901: Built by Saddington & Party
(Butty Gang system) at
VR Newport.
- 12.3.1901: Entered service as 5BDBD.
- 1910?: Altered to 5BC (1st Series).
- After 1919: Altered to 5ABCM (Electric).
- 19???: Altered to 159M.
- 12.1963: Altered to 14CM.
- 14.10.1970: Off Register.
- 31.3.1971: Broken up.
- 15CM** — 1900: Built by Cameron & Party
(Butty Gang System) at
VR Newport.
- 3.11.1900: Entered service as 4BDBD.
- 1910?: Altered to 4BC (1st Series).
- After 1919: Altered to 4ABCM (Electric).
- 19???: Altered to 158M.
- 9.1964: Altered to 15CM.
- 1.4.1971: Broken up.

Note: This corrects *Newsrail* of September 1989, p. 271.

CLASSIFIED ADVERTISEMENTS

How to place your advertisement: Use block letters, include full name, address and phone number, and cheque (not cash) payable to ARHS. Send to Advertising Manager, GPO Box 5177AA, Melbourne, 3001. Closing date of Advertisements is the 20th of each month. All advertisers are advised to read the Advertising Conditions before placing any advertisement as they contain an indemnity from the advertiser. Copies are available on request.

Charges: Normal rate \$1.50 per line per month. Special rate for ARHS members \$1 per line per month. Minimum charge for all advertisements is 4 lines per month.

WANTED KNOWN

Yarra Valley Tourist Railway: Restoring old Healesville line. Train trips from Yarra Glen first and last Sundays each month. Rail trolley rides every Sunday from Healesville station. **We need you.** Join now, phone (03) 529 5602 or write to 13 Centre Road, Vermont 3133 for information on our railway and the restoration of J516.

COLOUR-ART

P.O. BOX 567, PLYMPTON, SOUTH AUSTRALIA 5038

AUSTRALIAN RAIL TRANSPORT IN COLOUR

35mm COLOUR SLIDES

Our 1990 catalogue, listing over 600 quality slides of Australian locomotives is now available. The listings feature steam, diesel and electric locomotives from all states, including private railways and preservation groups. Something for everyone. Send \$4.50 to receive your copy which includes a sample slide and return postage.

THE ENGINE SHED

MODEL RAILROAD SUPPLIES

5 Carrington Road, Box Hill, 3128

Phone: (03) 890 7027

Hours: Monday-Wednesday 9 a.m. to 6 p.m.

Thursday, Friday 9 a.m. to 9 p.m.

Saturday 9 a.m. to 12 noon.

P. J. P. PRODUCTIONS

20 Daly Street, Gisborne, Victoria, 3437

MODEL RAILWAY EQUIPMENT

Australia-wide Mail Service, write for stock/price lists. Please advise if HO/OO — N or O scale lists required.

BRANCH LINE

YOUR COMPLETE MODEL RAILWAY HOBBY CENTRE

490 Dorset Road, Croydon, Vic. 3136

Phone: (03) 723 1211

OPENS: 10 am MON.-FRI. — 9 am SAT.

CLOSES: 6 pm MON.-THURS. — 9 pm FRI. — 1 pm SAT.

TRAIN WORLD

624 Hawthorn Road, East Brighton 3187. 596 6342.

OPEN: MON.-SAT. 9 a.m. to 5 p.m. and late (9 p.m.) Fridays

Magazines and Books

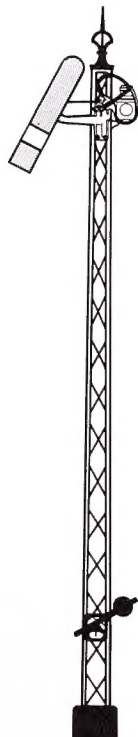
New and Used Models

Good range always in stock

Australian, USA, UK

Direct Importers

Bankcard welcome



THE RAILFAN SHOP

Transport House
589 Collins Street
Melbourne, Victoria
Australia

Telephone
03-619 4567

Australia's largest range of Railway, Tramway and Bus magazines and Books, Slides, Photographs, Video Tapes, Records, Badges, etc., from Australia and overseas.

PLUS New and Second-hand Railway Models.

- We stock
- Peco Track and Accessories — Both HO and N scales
 - Powerline Models
 - Replica Railways Authentic OO Gauge Models
 - Roco Railways
 - Lima Railways HO and OO scales
 - Hornby Railways OO scale
 - Broad Gauge Models Victorian Kits and Accessories
 - Broad Gauge Bodies Decals and Kits
 - Victorian Railway Memorabilia

If we do not have what you are looking for we will try to get it for you.

Mail Order attended to promptly.

We accept American Express, Bankcard, Diners Club, MasterCard and Visa.

THE RAILFAN SHOP

OPEN FOR BUSINESS

9.00 a.m. to 5.30 p.m. Monday to Thursday — 9.00 a.m. to 7.00 p.m. Friday

9.30 a.m. to 12.30 p.m. Saturday

We look forward to your custom

"Quality without Compromise". IN BRASS
V/LINE

"N" CLASS

IN HO SCALE

PROJECTED RELEASE:

APRIL-MAY 1991

- *****
 ★ Orders (accompanied by a \$100 deposit)
 ★ for both models will now be accepted.
 ★ Confirmation and receipt will be issued
 ★ by return mail.
 ★ *****



V.R. and V/LINE

"T" CLASS

IN HO SCALE

RELEASE:

MAY 1990

- ★ Series 2, high nose, V.R.
 ★ Series 3, low nose, V.R.
 ★ Series 3, low nose, V/LINE

Regrettably, Series 2, high nose,
 V/LINE has SOLD OUT!

Pilot models expected mid-January, 1990.



These models will be handcrafted in Korea by SAMHONGSA CO. LTD., utilising the latest technology to provide the finest and most advanced models. SAMHONGSA are constantly developing new techniques which will be reflected in the quality and features demanded by Precision Scale Models.

INCLUDING:

- ★ CONSTANT, REVERSING LIGHTING utilising Fibre Optics and L.E.D.'s with on/off switch.
- ★ LIT HEAD BOARDS.
- ★ POSITIVELY LOCATED, RECESSED ETCHED BRASS NUMBER PLATES.
- ★ CAB DETAIL WITH GLAZED WINDOWS.
- ★ CHEMICALLY BLACKENED WHEELS.
- ★ EQUALISING, SPRUNG AXLES.
- ★ ELECTRICAL PICK-UP OFF ALL WHEELS.
- ★ FACTORY PAINTWORK AND DECALLING WITH PROTECTIVE COATING.

★ MAIL ORDER ★

★ COUNTER SALES BY APPOINTMENT ★



PRECISION SCALE MODELS

A Division of P.S.M. Developments (Aust.) Pty. Ltd.

Incorporated in Victoria

P.O. BOX 15, BURWOOD 3125, VICTORIA, AUSTRALIA — Phone: (03) 801 1889 — Fax: (03) 801 5225

International: (ISD:61-3) 801 1889 — Fax: (ISD:61-3) 801 5225

"BUILT TO A STANDARD — NOT TO A PRICE"

